

ing and Group Commanders:

FLIGHT TRAINING MISSIONS--With a period of good spring flying weather at hand, the recent Directive No. 23 on Basic Flight Training Missions provides your units with a series of interesting exercises which will greatly increase their proficiency for work which may soon cease to be mere practice and will become the real thing for many of your members.

Intelligence Officers will find many opportunities for new stories and pictures in these missions and should invite newspapers in their areas to cover. Reporters assigned to CAP activities may, with proper clearances, be taken as passengers to observe exercises from the air and those of proper qualifications will be welcome as members of the Patrol, as many aviation writers and editors already are.

In the flight training missions, emphasis is placed upon thoroughness, accuracy, and teamwork. Pilots and observers with not less than 50 hours of flying time are required to take the course. Civil Air Regulations must be carefully observed and all missions must be under Operations Orders from the Operations Officers of the units.

The first exercise is a patrol mission, along a waterfront or along the State or county border. The Pilot-Observer team will fly a prescribed section of the border and be on the watch for distinctive markers placed at points unknown to them. An automobile in an unusual place, a cloth strip, a smudge pot, or anything else out of the ordinary may be used to test their alertness.

Bombing practice is the second exercise. Flying at low altitudes, not less than 200 feet above ground, CAP planes will make approaches up, down, and across the wind to drop one-pound bags of flour or similar material on ground targets. CAA clearance must be secured for low-altitude flights. Although military bombing now is done with the aid of elaborate bomb sights and release mechanisms, it is to be remembered that in the earlier days of aviation, explosives were simply tossed overboard from the cockpit with deadly effect. Light planes, flying low and at slow speeds as compared with modern military ships, can strike with surprising accuracy after a little practice. While, for the moment, the practice bombing is simply an exercise in precision flying, it will mean that CAP planes will pack a wallop if ever called upon to drop live bombs on the enemy.

Rescue missions, dropping supplies by parachutes, highway traffic control, black-out observance, training of anti-aircraft personnel, panel reading, radio communications; and forest patrol are other basic training missions, all of practical utility, as many CAP units already have demonstrated in actual operations.

NEW DIRECTIVES--Additional directives issued by Col. Harry H. Blee, Training and Operations Officer, include Map and Aerial Photograph Reading, Observance and Reconnaissance Aviation, and Physiological Aspects of Flying. The latter one goes into the aspects of flying which affect the normal functioning of the body, with corrective measures and emphasis on maintaining high standards of physical fitness for the proper performance of flying missions.

A directive on crash procedure also has been issued. By the military discipline of the CAP, the highest standards of safety will be assured in all phases of the program. To be sure that well drilled crash crews will be constantly on the alert at every airport, the new directive provides for centralizing authority in the hands of the Engineering Officer of each unit, with detailed requirements as to training and equipment.

GEORGIA WOMEN'S SQUADRON--CAP Squadron 421-2 in Atlanta is composed entirely of women with 20 pilots and a total enrollment of more than 50. Miss Ann Johnson is the commander. The Training and Operations Officer-ess is Ruby Mullins, a licensed air and ground CPTP instructor. All planes have radio receivers. One of the girls who is a licensed ham operator is instructing in radio code and all the girls have attained a speed of 10 words a minute or better.

AVOIDING HANGAR FIRES--From Ralph Earle, Southeast Group Commander in Pennsylvania, come the advice that ships should not be stored in hangars where men are working on airplanes. If this is not feasible, the ships being worked on should be kept in the front of the hangar so they can be trundled out in case of fire or explosion. A recent fire which destroyed several planes might have caused little damage had this procedure been followed, Mr. Earle stated.

BLACKOUT TESTS--Night flights to test the efficiency of blackouts are frequently flown by CAP units in cooperation with local defense officials. In Detroit recently, three ships flew at altitudes of 1700, 2200, and 3000 feet, circling the Ford hospital. In Wheeling, W. Va., a plane gave simulated alarm signals by radio for rebroadcasting by the local radio station and then watched for failures to put out lights.

MOCK AIR RAID--A mock air raid has been staged at Adrian, Mich. As reported by Wing Commander Sheldon B. Steers, 16 CAP planes flew over the city dropping leaflets inscribed, "This could have been a bomb." Sirens sounded and the citizens took shelter as in a real bombing. Earlier, 500,000 leaflets were dropped over Detroit by planes of the Michigan Wing.

TRANSPORTATION--A plan to conserve gasoline and tires in CAP ground transportation has been put into effect by George H. Scragg, Transportation Officer, Group 514, Cleveland, Ohio. Each Squadron Transportation Officer has prepared a map to spot the homes, offices, and telephone numbers of all members and information on their automobiles. Thus the men have been able to team up in coming to meetings and field exercises with a substantial saving in car miles. Mr. Scragg is now surveying his entire area to spot cars and trucks available from civilian volunteers, so it will be possible to move people quickly in event of accident or emergency.

AN AERIAL VISIT--Friendly calls in CAP planes at the fields of neighboring Squadrons can help greatly to swap ideas and knit together the organization. The Blackwell, Okla., unit recently made a dawn hop to Stillwell to visit with members there over the coffee cups at a breakfast meeting.

CAMERA CLUB ENLISTS--In the membership drive of Group 9, Oklahoma, nine members of a local camera club were enlisted. They have a dark room with full equipment available for CAP use. Doctors, radio engineers, mechanics, and teachers also have been brought in by this unit.

MECHANICS NEEDED--The National Aviation Training Association has sent a notice to member schools advising of the need for enlistments of A & E mechanics and student mechanics in CAP. It is important that a reserve of mechanics be built within the accredited membership of CAP since proofs of citizenship and loyalty are necessary for the employment of mechanics on military missions of the Patrol. Unit leaders may well seek the cooperation of mechanic schools in their areas.

MILITARY TITLES--CAP officers should not be identified with military titles such as Captain or Lieutenant unless they hold or have held commissions in these grades with the armed forces of the United States, in a State Guard, or as police officers. Only a few Regional Commanders and National Officers of the Patrol are now serving on an active military status as Army officers at this time, plus a number who are commissioned in State units. Former officers of the last World War may of course be called by their wartime or subsequent reserve rank.

Otherwise, members of the CAP will be identified by the posts they hold in the Patrol -- Group Commanders, Squadron Communications Officers, Wing Executive Officers, etc. Insignia are now available.

Pilots are classified in the following categories: pilot; pilot officer; senior pilot officer; and master pilot officer. Observers similarly are classed as: observer, observer officer, senior observer officer. Operations Directive No. 10 tells how to qualify for these aeronautical ratings. Many CAP pilots are wearing their wings and many observers are displaying the CAP one-wing insignia.

ICE PATROL--Group 216, Buffalo, N. Y., has cooperated with the Weather Bureau in reporting ice conditions on Lake Erie, information important to lake navigation. This Group, under the command of Stuart G. Welch, also has flown blackout tests and has aided the Coast Guard in searches for lost fishermen. The Executive Officer of the Squadron in Jamestown is Capt. Billy Beaver who shot down 19 enemy planes in the last World War and was personally decorated by King George V. Regarding this Squadron, the Jamestown POST-JOURNAL says:

"The State Armory has been secured for drills and we mean real drills. Every member must be on hand at drill time and not one minute later. During the drill period there is no visiting, no laughing, no gum chewing or anything else but the closest attention to every command."

FROM THE PAPERS--Reporting the nation-wide activities of the Patrol:

"What looks like one of the really practical uses of civilians in the war effort is the Civil Air Patrol which already has performed valuable services, unspecified because of war regulations." Kansas City STAR.

"The State Aeronautics Commission has allocated \$50 to the CAP to buy a used airplane engine upon which CAP mechanics immediately will start working as part of their instruction. CAP Group Commanders also will be given \$25 a month as incidental expenses." Nashville TENNESSEAN.

"Maps showing power, oil, and water lines, railroads, highways, and bridges of this area are being prepared under the direction of Everett E. Hart, Commander of Squadron 37 of the Civil Air Patrol, for use in emergency patrolling." E. St. Louis, Ill., JOURNAL.

"Formation of a 30-piece band for drill, reviews, and parades of the Rochester Group of the CAP was announced last night by Commander Arthur C. Lohmen. Glen Wilkes is organizing the band." Rochester, N. Y., DEMOCRAT.

"The Civil Air Patrol, in flights from Lambert-St. Louis Field, will begin an aerial survey of metal salvage resources." St. Louis, Mo., POST-DISPATCH.

"Upon request of the Civilian Defense Coordinators, the Leader Papers will have a representative in the official plane flying over Staunton tonight in the city's first blackout test. The plane will be piloted by H. P. Grim, Jr., CAP Group Commander." Staunton, Va., LEADER.

"Local folk certainly need not be 'up in the air' with any doubts about the efficiency of the guardian Civil Air Patrol. From all indications, the patrol has been organized to a very high state of efficiency, the pilots and planes every ready to perform whatever duties are necessary. Cap. George B. Herndon is commanding officer for Augusta." Augusta, Ga., HERALD.

0,000 STRONG--By the time this bulletin reaches you, enlistments in the Civil Air Patrol will be past the 40,000 mark. More than 36,000 service records have been cleared with FBI in Washington and sent back to the Wing Commanders.

Following are figures of total enlistment applications received from each State and percentages showing the ratio of applications to total pilot population of the respective States. The national average is 40.2%.

		%			%			%
Ala.	471	48.2	Me.	385	72.5	Ohio	2488	58.6
Ariz.	265	35.8	Md.	529	45.8	Okla.	1178	45.2
Ark.	571	45.3	Mass.	694	27.5	Ore.	687	42.9
Calif.	2551	21.2	Mich.	2364	62.0	Pa.	2054	38.4
Colo.	292	19.5	Minn.	1046	46.4	R.I.	210	55.7
Conn.	585	62.9	Miss.	157	20.3	S.C.	525	49.7
Del.	256	98.2	Mo.	1169	36.4	S.D.	280	43.4
Fla.	853	34.1	Mont.	423	49.8	Tenn.	726	44.1
Ga.	697	45.0	Nebr.	412	30.2	Texas	1518	22.2
Ida.	381	50.3	Nev.	196	83.3	Utah	425	45.7
Ill.	2228	44.3	N.H.	314	76.7	Vt.	124	41.3
Ind.	1554	75.5	N.J.	1027	40.3	Va.	325	22.3
Iowa	1132	49.2	N.M.	260	42.5	Wash.	795	31.6
Kans.	1040	43.3	N.Y.	3160	42.7	W.Va.	466	41.2
Ky.	431	66.4	N.C.	662	46.8	Wisc.	861	50.9
La.	768	51.9	N.D.	148	23.2	Wyo.	118	29.8

FOREST PATROL--The Washington State Wing is placing its emphasis on forest Patrol work in its training operations so as to be ready for service in the late spring and summer when there is a fire hazard throughout the State. Terrain familiarization flights are being conducted by all the Group permitted to fly. The Forest Service has made parachute equipment available so that patrol members can proceed immediately to downed aircraft with two-way radio and first aid, according to Wing Commander P. H. Hinkley.

OUR "BURMA ROAD"--From John A. Roos, a mining engineer in Helena, Montana, comes this suggestion: "To the writer, who knows something of flying as well as of the difficulties of operating in remote areas, it will seem that the Civil Air Patrol could do a grand job toward hastening construction of our 'Burma Road' to Alaska. Short roadside landing strips along the pilot road would suffice for light planes. Personnel, emergency repair parts, mail, ambulance cases, etc., could be handled with dispatch. The project suggested would more than pay its way. In event of invasion of Alaska, the pilots trained in this area would be invaluable."

BUTTONS--National Headquarters now has a supply of plastic buttons for Patrol uniforms. They are dark in two sizes, 5/8" and 7/8" diameters. The buttons bear the CAP triangle and propeller insignia.

SQUADRON AREAS--Wing Commanders: Please send in current information as to the headquarters base and the area covered by each of your Squadrons; also the same information for each Group if there has been any change since previous reports. We want to make a map of the whole CAP organization.